

## Appendix K      *Functional Classification*

<p>DelDOT Functional Classification (Source: DelDOT Road Design Manual)</p>	
<p><b>Urban System</b></p> <p>Urban areas have population of 5,000 or more. They are further classified into:</p> <ol style="list-style-type: none"> <li>1. <u>Urbanized areas</u>: having a population of more than 50,000 and</li> <li>2. <u>Small urban areas</u>: having a population of between 5,000 and 50,000.</li> </ol> <p>(Source: Road Design Manual)</p>	
Interstate	<p>Interstates are part of the specially designated national system of highways serving most state capitals and major population centers for the purpose of national defense and the safe and efficient transportation of high traffic volumes. They are capable of serving larger vehicles carrying all types of goods with heavier loads than permitted on lower class roadways.</p>
Freeways or Expressways	<p>Freeways are arterial highways with full control of access having the capacity for high speed and high volume traffic movements over very long traffic movements over very long distances in an efficient and safe manner. The travel patterns are interstate, interregional, or intercity. Opposing traffic movements are physically separated and access is only provided via grade separated interchanges at selected public roads.</p> <p>Expressways are similar to freeways but do allow limited access to intersecting state maintained roadways under strictly controlled conditions. They provide high speed, long distance vehicular service.</p>

DelDOT Functional Classification <i>(Source: DelDOT Road Design Manual)</i>	
Principal Arterial	Principal arterial roadways have the capacity for safely and efficiently carrying traffic flow at high speeds and high volumes for long distances. The travel patterns include interstate, interregional, and intercity. Access and service to abutting properties are subordinate to providing through movement. Opposing traffic movements are separated by a median, usually non-traversable in urban areas. At-grade intersections are permitted but are controlled both in location and design.
Minor Arterial	Minor Arterials have a capacity for medium to high speeds or medium to high volume traffic movements over medium to long distances safely and efficiently. The travel needs are regional, intercity, and intracity. Direct access to abutting land is subordinate to providing service to traffic movement. Intersecting highways, streets, or access to crossing movements are permitted but must meet spacing criteria, which allows signalization when volumes warrant.
Major Collector	Major collectors have a capacity for moderate travel speeds and moderate traffic volumes for short travel distances providing for intercity and intracity travel needs. Mobility needs are balanced with direct access to provide the desired service.
Local	Local roads provide good access to adjoining residences and businesses but limited opportunity for through movement of traffic. Travel is short and movement is to intersecting roadways, usually of the collector classification.
<b>Rural System</b> Area with population of less than 5,000. <i>(Source: DelDOT Road Design Manual)</i>	
Principal Arterial	Same as urban system.
Minor Arterial	Same as urban system.
Major Collector	Same as urban system.
Minor Collector	Minor collectors are roadways that provide equal treatment and importance to abutting property access and the movement of traffic. They usually intersect with arterial roadways.
Local	Same as urban system.